

Route 129

Updated: November 2005

Loop east of Milford on Route 21, June 26, 1933

1953 Description:

From Route 21 east of railroad crossing at Milford southerly along section line 4.5 miles to southeast corner of Section 31, Township 28 South, Range 10 West, thence easterly along township line to Route 21.

1963 Description: ;

This route was reversed and **approved by the Legislature.**

From Route 21 westerly along township line to southeast corner of Section 31, Township 28 South, Range 10 West, thence northerly along section line e 4.5 miles to Route 21 east of Railroad crossing at Milford.

Approved by the 1963 Legislature:

1965 Legislature:

1967 Legislature:

1969 Legislature:

Deleted Route 129 from the State Road System.

*(A)

1983 Description:

From SR-15 at the Riverside Interchange east to Route 30 north of Collinston. (**Approved by the 1983 Legislature effective May 10, 1983.**)

1985 Legislature: Description remains the same.

1986 Legislature: Description remains the same.

1987 Legislature: Description remains the same.

1988 Legislature: Description remains the same.

*(B) 1989 Commission Action March 24, 1989

Deleted Route 129 from the State Road System. *Added* to Route 30. (These changes will not be actuated until that portion of SR-15 from Tremonton to Plymouth is completed and open to traffic.)

* Refers to resolution index page following.

Route 129

COUNTY/VOLUME & RESOLUTION NO.

A. Box Elder Co. 6/44

B. Box Elder Co. 8/9

DESCRIPTION OF RESOLUTION CHANGE

- (A). Addition - From proposed Connection with SR-15 (Riverside Interchange) east to present SR-13.
- (B). Deletion - SR-129 was deleted as a State Route designation.

SR-129
SR-13
44
Box Elder

RESOLUTION

Addition to the State Highway System, Route 129
Revision to State Highway 13

Box Elder County

WHEREAS, it has been recommended by the District One Director that the proposed connection from SR-15, at the future Riverside Interchange, east to present SR-13, a distance of 1.29 miles, be placed on the State Highway System, and

WHEREAS, the designation of this proposed connection to SR-15 as a state highway is in accord with Utah Code Section 27-12-27, and

WHEREAS, to accommodate this change to the State Highway System and to maintain continuity in the System, it is recommended that a section of SR-13 within this area be redesignated.

NOW THEREFORE, be it resolved as follows:

1. That the proposed connection from SR-15, at the future Riverside Interchange, east to present SR-13, a distance of 1.29 miles, be placed on the State Highway System, and
2. That the proposed connection to SR-15 at the Riverside Interchange east to a connection with present SR-30 north of Collinston be designated as SR-129 and by this action delete the designation of SR-13 within this section, and
3. That the aforementioned changes be incorporated into the State Highway System and said changes be submitted to the next regular session of the Legislature, and
4. That by this action the State Highway System will increase 1.29 ± miles, and
5. That the accompanying map be hereby incorporated as a part of this resolution.

SR-129
SR-13

RESOLUTION
Addition and Revision to the State Highway System
Box Elder County
Page 2

Dated this 19th day of February, 1982.

UTAH TRANSPORTATION COMMISSION

R. LaSalle Cox
Chairman

Wayne H. Wentz
Vice-Chairman

Charles B. Chubb
Commissioner

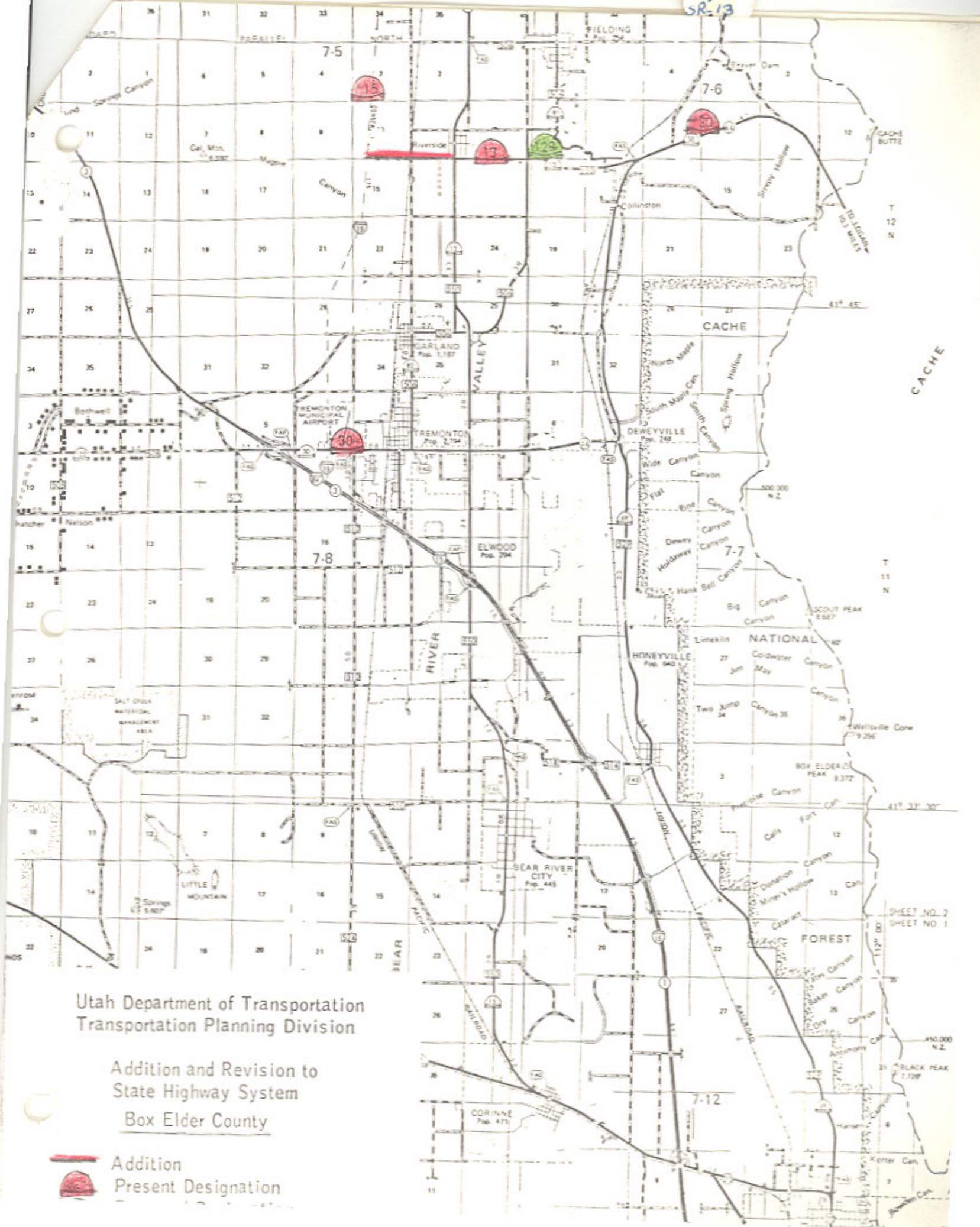
Glenn H. Shum
Commissioner

Samuel A. Taylor
Commissioner

Attest:

Ira H. Anderson
Secretary

SR-129
SR-13



Utah Department of Transportation
Transportation Planning Division

Addition and Revision to
State Highway System
Box Elder County



Addition
Present Designation

SHEET NO. 2
SHEET NO. 1

450,000
N.Z.

BLACK PEAK
7,728'

TRANSPORTATION

bc: Howard B. Leatham, Engineer for Planning & Programming
James Deaton, District #1 Director

May 7, 1982

Mr. Don E. Chase, Chairman
Box Elder County Commission
Box Elder County Courthouse
Brigham City, Utah 84302

Dear Commissioner Chase:

Subject: Addition of State Route 129 and the deletion of a Portion of
State Route 13 in Box Elder County

Effective February 19, 1982, the Utah Transportation Commission approved
the deletion of a portion of State Route 13 and the addition of State Route 129
near Riverside in Box Elder County as described in the enclosed Resolution.

Enclosed is a copy of the resolution and a location map.

Very truly yours,

W. Ronald Delis, P.E.
Engineer for Transportation Planning

Enclosure

Information sent to:

Jerry Fenn	Gerald Barrett	Martin Cutler	Richard Julio
Darrus Middleton	J. Q. Adair	Alex Mansour	Heber Vlam
Billy McCoy	James Naegle	Bonnie Garcia	Don Jensen
Robert Wheadon	Robin Hood	Mark Musuris	Edwin McMillen
Keith Rosevear	Art Guerts	Ken Riddle	Kent Lee

WDM:RDent:bt

R E S O L U T I O N

Transfer of SR-30, (FAP-44)
Extension SR-69, (FAS-529) SR-102, (FAS-508)
Deletion SR-129, (FAS-550)

WHEREAS, Section 27-12-27 of the Utah Code 1987-1988 provides for the addition or deletion of highways from the State Highway System and

WHEREAS, the District One Director recommends transfer of SR-30 from its present termini between SR-84 and SR-129 to the roadway that SR-129 currently traverses, along with extensions to both SR-102 and SR-69 to the roadway that SR-30 currently traverses, and

WHEREAS, Box Elder County and Tremonton City concur with the aforementioned transfer extensions and deletion of state routes, and

WHEREAS, the appropriate staff of the Transportation Planning Division has reviewed the proposal and agrees with the need for transfer, extension and deletion of said state routes.

NOW THEREFORE, be it resolved as follows:

1. A portion of State Route 30 (along with Federal-Aid Primary Route 44), from SR-84 West Tremonton Interchange M.P. 90.50 traversing easterly to the junction of SR-69 M.P. 96.47, thus traversing northerly to the junction of SR-129 M.P. 101.49 a distance of 10.99₊ miles be deleted from the state system.
2. State Route 129 (Federal-Aid Secondary 550), from M.P. 0.00 to M.P. 4.35 a distance of 4.35 _± miles be deleted from the state system.
3. That State Route 102 (along with Federal-Aid Secondary Route 508), from its present termini at the on and off ramps on the west side of the West Tremonton Interchange traversing easterly to the junction of State Route 69, a distance of 5.97_± miles, be extended and Functionally Classified Major Collector.
4. That State Route 69 (along with Federal-Aid Secondary Route 529), from its present termini at the junction with present State Route 30 traversing northerly to the junction with present State Route 129 a distance of 5.02_± miles, be extended and Functionally Classified Major Collector.
5. That State Route 30 (along with Federal Primary Route 44), be placed on alignment that State Route 129 traversed from the S.B. on and off ramps of SR-15 (Riverside Interchange) to the junction with the new portion of State Route 69 a distance of 4.35_± miles and be Functionally Classified Minor Arterial.
6. The new portion of State Route 30 will be mileposted at 97.14 from its new termini in order to maintain milepost integrity throughout the remainder of the route.
7. By this action the Federal-Aid Primary System will decrease 6.64 miles while the Federal-Aid Secondary System will increase 6.64 miles.

R E S O L U T I O N
Transfer of SR-30, (FAP-44)
Extension SR-69, (FAS-529) SR-102, (FAS-508)
Deletion SR-129, (FAS-550)

8. The above mentioned changes be actuated upon completion of that portion of interstate system traversing from Tremonton Interchange to Riverside Interchange, also upon approval of the Federal Highway Administration.
9. The accompanying letters and maps be made part of this resolution.

Dated this 24th day of March, 1989

Samuel G. Paylor
Chairman

Alvin S. Alton
Vice-Chairman

Commissioner

Ed G. Weston
Commissioner

James G. Larkin
Commissioner

Attest:

Leona Anderson
Secretary



TREMONTON CITY CORPORATION

102 South Tremont Street - Box 98
Tremonton, Utah 84337
Phone 257-3324

February 08, 1989

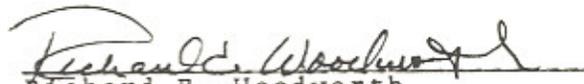
Utah Department of Transportation
Attn: Clinton D. Topham, P.E.
District One Director
169 North Wall Avenue
P.O. Box 2747
Ogden, Utah 84404

Dear Mr. Clinton D. Topham:

I discussed your letter, dated January 23, 1989 with our City Council; and they have no objection to your proposals, as they are outlined. The City Council did feel, that the state should consider adding to the Federal Aid Secondary System, the road which would service the Tremonton I-15 off ramp. This would mean designating 1000 North from 2300 West to 1000 West; and designating 1000 West from 1000 North to Main Street or Highway 30. See attached map.

Your consideration of this would be greatly appreciated.

Sincerely,


Richard E. Woodworth
Tremonton City Manager

CC: Gil Smart/Mayor, Tremonton City

RECEIVED

FEB 10 1989

UTAH DEPT. OF TRANS.
DISTRICT 1



CIRCA 1890'S

Box Elder County,

STATE OF UTAH

COUNTY COMMISSIONERS
FRANK O. NISHIGUCHI
ROBERT G. VALENTINE
JAMES J. WHITE

OFFICERS

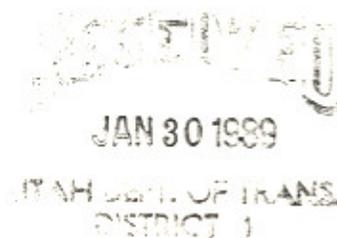
AFTON R. DARNELL, COUNTY TREASURER
ALLEN L. JENSEN, COUNTY CLERK
ROBERT E. LIMB, COUNTY SHERIFF
MARIE G. KORTH, COUNTY RECORDER
JON J. BUNDERSON, COUNTY ATTORNEY
VON R. CURTIS, COUNTY ASSESSOR
DENTON BEECHER, COUNTY SURVEYOR
DORIS L. OLSEN, COUNTY AUDITOR



CIRCA 1980'S

January 27, 1989

Clinton D. Topham PE
District One Director
State of Utah Dept. of Transportation
169 Wall Avenue
P. O. Box 2747
Ogden, Utah 84404



Dear Clint:

This letter is in response to your letter of January 23, 1989, wherein you ask for our concurrence in route numbering changes. First of all we thank you for the consideration in allowing our input in this matter. With regards to SR 129 being changed to SR 30, we feel that this is a good change and will enhance the numbering system. Your letter and map do not agree on what we think you want to do with 102 and 69. We do agree that the State Route 102 be extended east through Tremonton and terminate at its intersection in Deweyville with SR 69. We again agree that SR 102 in its total length from SR 83 to SR 69 be a State Route. We also concur that SR 69 be extended to the north to intersect with SR 30 north of Collinston.

The last request about a new connection to I-15 in Tremonton; we are not aware of this situation as of yet, unless you mean to say that Tremonton would like to have a city street put on the FAS system. As of this date, Tremonton City has not asked us for our opinion, to my knowledge, except that their city engineer mentioned they were thinking about it and would we support it. However, no formal request to date has been acted upon.

We trust this will suffice as Box Elder County's input to these questions.

Respectfully,

Denton H. Beecher, RLS
Box Elder County Surveyor

cc: R. G. Valentine

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: October 13, 1989

TO : Donald P. Steinke, Chief Administrator
HPP-UT : Federal Highway Administration

FROM : Mark Musuris, P.E. *Mark*
07-TP : Engineer for Transportation Planning

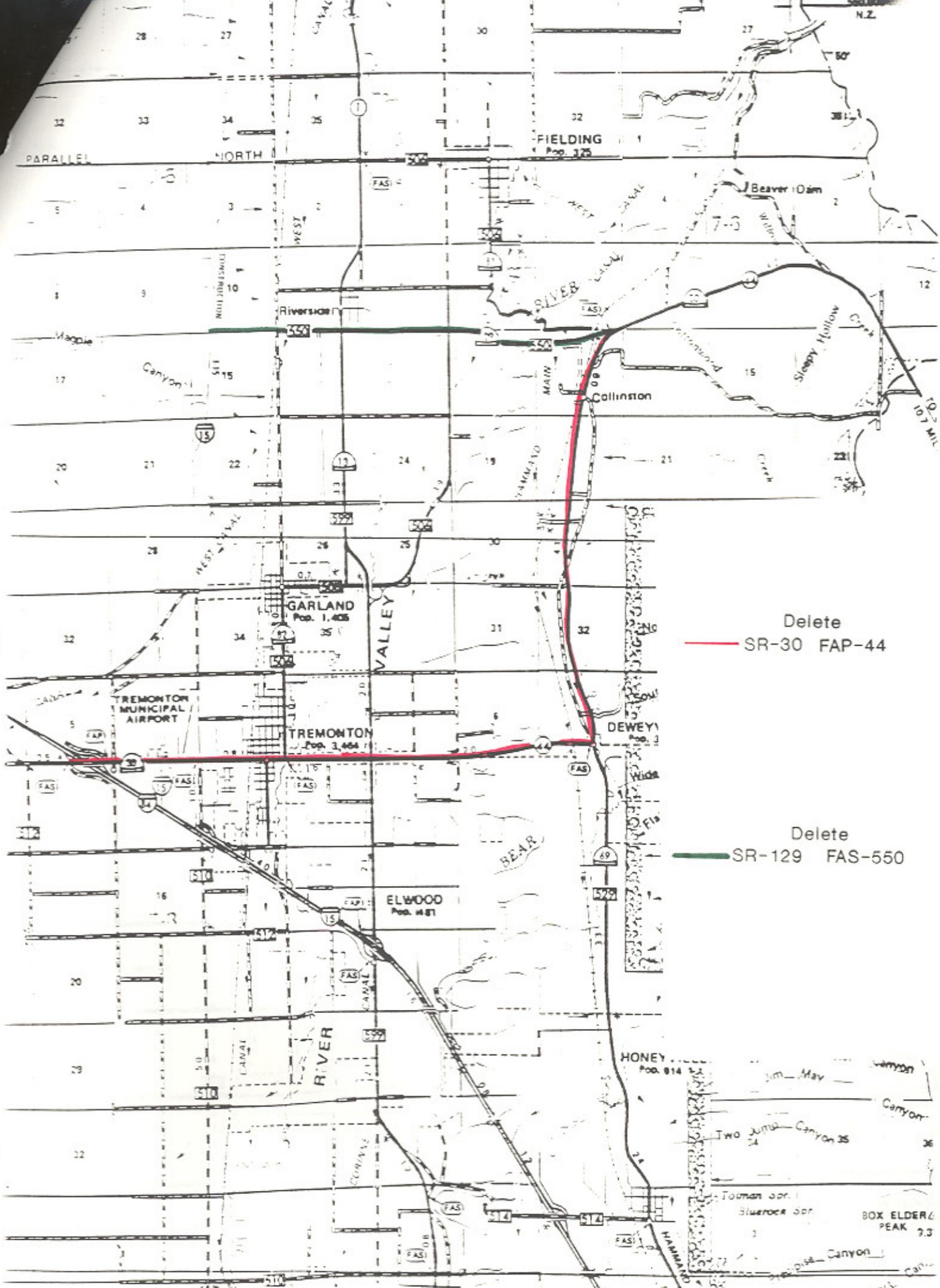
SUBJECT: Response to April 14, 1989 actions on
Func. Class, FAP, and FAS Systems

Reference is made to your April 14, 1989 Functional Classification Action No.1, FAP System Action No.1 and FAS System Action No.1. It was our intent that these actions would not become effective until Interstate 15 was completed and open to traffic. We would appreciate action taken by your office to defer these actions until the above mentioned roadway has been open to traffic.

APPROVED DATE 10/16/89

FHWA UTAH DIVISION

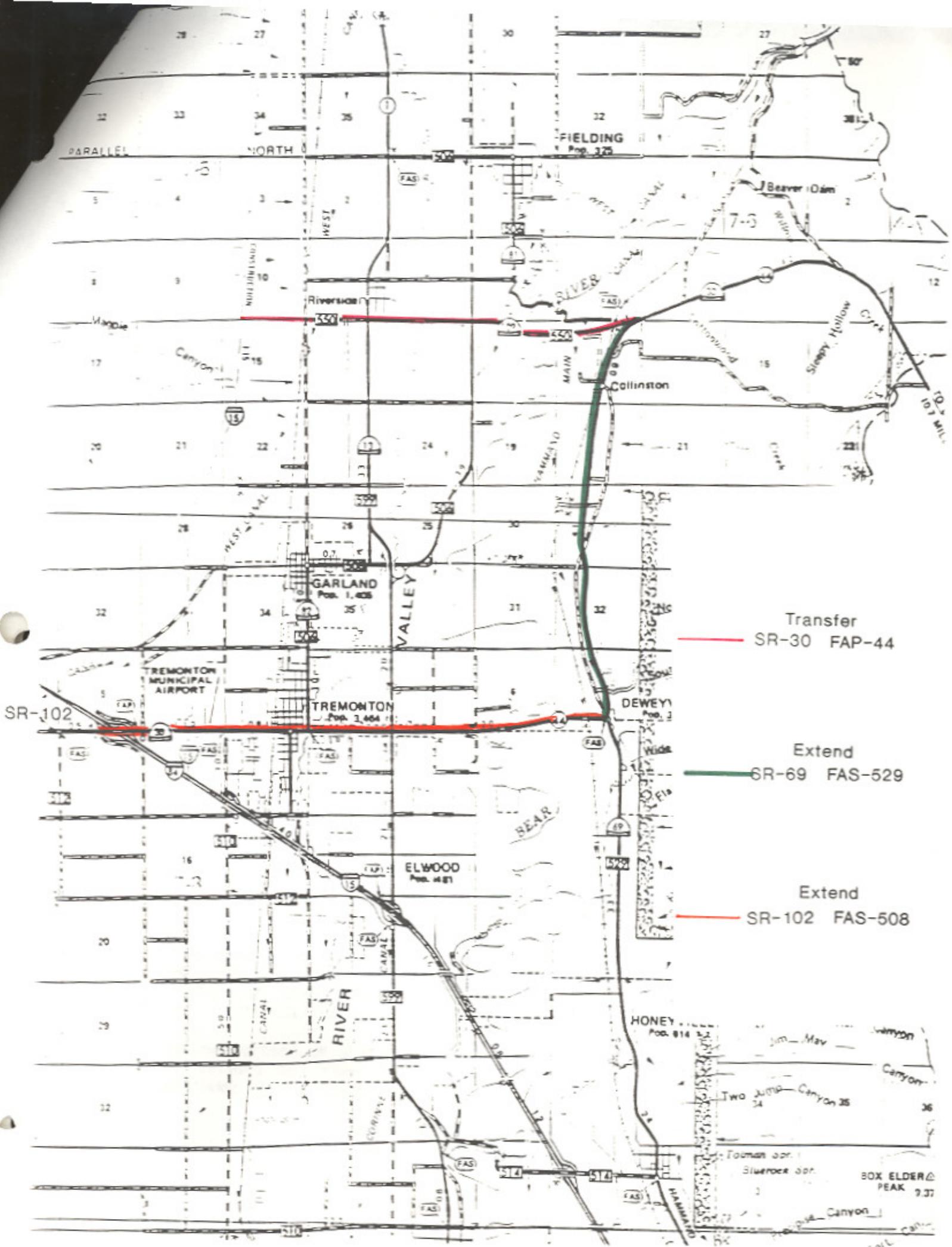
BY J. F. Biddiscombe
FCR DIVISION ADMINISTRATOR



Delete
 SR-30 FAP-44

Delete
 SR-129 FAS-550

BOX ELDER PEAK 9.3



Transfer
 SR-30 FAP-44

Extend
 SR-69 FAS-529

Extend
 SR-102 FAS-508

BOX ELDER PEAK 9.37